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unchanging principles of natural justice, we, as an independent nation, are bound to accede to the demand.' pp. 12, 13.

These remarks have force, and it will not be easy to show any defect in the principle on which they are founded, or the results to which they naturally come.

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**8.—*Report of the Canal Commissioners to the General Assembly of Ohio, December 12th, 1825.* Columbus. 8vo. pp. 54.**

THE magnificent project of canals, now in operation in Ohio, is second only to the undertaking of the great Erie Canal of New York. And, indeed, considering the different circumstances and resources of the two states, the people of Ohio have, in enterprise and energy, if possible, outdone their neighbors. In cases like this, example does a great deal, to be sure, and the brilliant success of New York afforded at the same time the most profitable lessons of experience, and a sort of guaranty of similar results in Ohio. But, after all, there is something noble and imposing in the people of a comparatively new state coming forward with so much decision and unanimity, resolving on an undertaking of such magnitude, pledging their credit and levying taxes on themselves for carrying it into effect. Such an instance of public spirit, and of activity in a public cause, is hardly on record, as that displayed by the people of Ohio, in their recent measures for improving the internal navigation of the state.

Two canals have not only been projected, but their execution is already in considerable forwardness. The first of these extends from Cincinnati to Dayton, a distance of about sixty miles; the second connects the Ohio river with Lake Erie, beginning near the mouth of the Scioto river, and thence pursuing a devious course through the state, approaching near Columbus, the capital, seeking the head waters of the Muskingum, and Cuyahoga, and meeting the lake at Cleveland. We have seen no exact statement of the entire length of this line, but suppose it to be at some point between two hundred and fifty, and three hundred miles.

An act to provide for the internal improvement of the state of Ohio, by navigable canals, was passed by the legislature on the fourth of February, 1825. An examination had previously been made by authority, to ascertain whether it was practicable to connect the Ohio river and Lake Erie by a canal. This being settled in the affirmative, the act above referred to makes full provision for carrying the plan into execution. Seven commissioners are appointed by the legislature, who are to have the entire super-

intendence of the work. Another board of commissioners is instituted, consisting of three persons, whose office it is to take charge of the canal fund. This board is empowered to borrow money on the credit of the state, at an interest not exceeding six per cent, and to such amount as the legislature shall from time to time determine. The sum specified for the last year was four hundred thousand dollars. Such portion of this sum as was wanted, has been borrowed in the city of New York. For money thus obtained, the commissioners issue transferable certificates of stock, redeemable at the pleasure of the legislature, at any time between the years 1850 and 1875. The bill provides for the annual payment of the interest, by a tax 'on all the property in the state, entered on the grand list, and taxable for state purposes.' Provision is also made for the gradual accumulation of a fund, which, together with the profits of the canals when completed, is pledged for the final redemption of the stock.

From the Report of the Canal Commissioners it appears, that the work has been begun, and is rapidly advancing. Nearly two thousand laborers were employed in November last. The whole amount of contracts already made on the two lines is little short of a million of dollars. The soil throughout the state seems well adapted for constructing canals, and there is no apprehension that water in abundance will not be supplied by the streams. The market of New York, it would appear, is the chief motive inspiring the hopes of the citizens of Ohio, in prosecuting this arduous work of connecting the river with the lake. 'One great object,' say the commissioners, 'proposed by the construction of that canal, and probably the most important, is the opening of a direct and commodious channel of commerce, between the interior of our state and the great commercial emporium of America, where a safe, advantageous, and certain market can at all times be had for the surplus productions of our soil, and such commodities as are desired in return, can always be procured at the fairest rates, and in the greatest abundance.' By this canal a complete internal water communication between New Orleans and New York will be effected.

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9.—*A Historical Sketch of the Formation of the Confederacy, particularly with Reference to the Provincial Limits, and the Jurisdiction of the General Government over Indian Tribes, and the Public Territory.* By JOSEPH BLUNT. New York. 1825. Geo. and Charles Carvill. 8vo. pp. 116.

THIS title expresses very distinctly and fully the purpose of the author, in the work to which it is prefixed. The subject is one,